No coolness between us,

Just goes like Ice Cream at a festival.

DEALERS-Please note what the Manager of DANIEL STEWART'S CIGAR DEPARTMENT has to say of the RED CLOVER CIGAR.

VERY indication points to the fact that RED CLOVER is, beyond question, the most popular, and has the largest sale of any Cigar now sold in this market. It is now sold from Cincinnati to St. Louis, and scarcely a day passes but that new parties are making application for an agency.

## RED CLOVER CIGARS

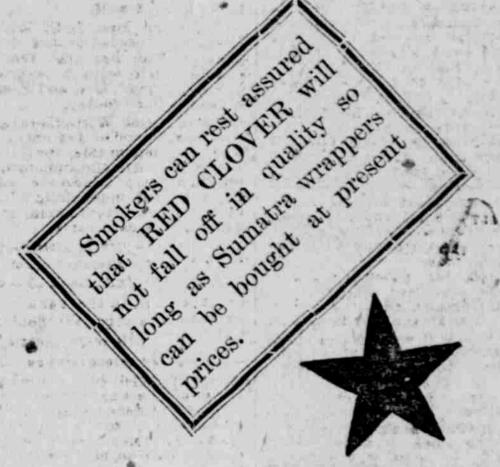
S long as tobacco and labor remain at their present prices, there is not a manufacturer in the United States who can produce a better piece of goods than the RED CLOVER. We do not believe that there are three factories in the country that can equal it, and they are not represented in this territory.

I've been in many lands, Yes, roamed the world over, But never yet have met The equal of RED CLOVER.





Some of the boys held off a good while, but finally they fell into line, and now almost all, to a man, smoke the RED CLOVER.



STEWART, Agent for the United States, Indianapolis, Ind.

## DINING CARS UNPROFITABLE

Even at \$1 a Meal the Companies Operating Them Do So at a Loss.

Used Simply as an Advertising Medium by Many Reads-The Proposed Tunnel Under East River-Traffic Rulings.

R. H. Myrick, the well-known superintendent of dining cars, in conversation, a few days ago, remarked that, as far as he could learn, there was not a road on which there was dining-car service on which the company's revenue was equal to the expense of running them. "And that is the reason," said he, "that the Pullman Company is so willing that the respective roads should operate their own dining-car service, although the Pullman Company always so arranges that any deficit is made up by the railroad company over whose lines the cars are run. Complaint is often made that \$1 is charged for a meal, yet this price yields no profit to the company operating the cars, so great is the expense attached to the service. The cars, furnished complete, cost \$18,000, and in some cases, as on the Chesapeaks & Ohio, \$21,000 each. Besides the sliverware, one thousand pieces of crockery are provided, and the breakage of crockery will range from \$50 to \$100 per month. The company must have commissaries at all important points, and none but the best articles for food must be murchased, regardless of price. Meats, fruits and vegetables decay or become unfit for food much more rapidly than in a hotel. Then there is no way to work food off in hash and other ways as at a hotel. What is not used in twenty-four hours is, in forty-eight hours at the furthest, an entire loss. Each car consumes 600 pounds of ice per day on a trip from St. Louis to New York; 500 to 1,000 pieces of linen are dirtied and must be laundered at the first terminal stop. With each car is a conductor, whose wages average \$80 per month; one chief cook. \$65 per month; two assistant cooks, \$50 per month, and three waiters, \$50 per month. Added to this, every few months the dining cars must be generally overhauled and refurnished, so that there is hardly an end to the expenses attached to running dining cars. If a dining car could feed 150 people a day it might pay the companies the cost of running, but on the best roads a majority of the cars will average but seventy-five people a day, even when travel is good. On one important road on which the Pullman Car Company run dining cars, the loss last year was \$4,000. Under the contract, in the end, the road was the loser. Still, as an advertising medium to draw business, it is

The East River Railroad Tunnel. A few days ago a representative of the

dining-car service."

wise for any first-class road to give good

Journal was shown the perfected pians for constructing a railroad under the East river, New York city. The road will be six miles long on the Brooklyn side, coming to the surface and connecting with the Long Island road; on the New York side, coming to the surface at Forty-fourth street, and connecting with the tracks of the New York Central road. Under the river the road will be 165 feet below tide water. The grade on either end will be sixty-six feet to the mile, rising from a one-thousand-foot level in the center to the surface. It is expected that work will begin on the tunnel road this fell, and that it will be completed in eighteen months. Its estimated cost under the river is \$1,000,000 per mile. It will be a double-track road, and it is expected that, in addition to a large passen-

will on the 1st of next month take definite action looking to letting the contracts for the work. Among the capitalists interested it is understood that, at the meeting in October, H. B. Hammond, president of the Indianapolis, Decatur & Western road, will be elected president of the company.

Western Traffic Association Rulings.

Four rulings by the Board of Commissioners of the Western Traffic Association were given out to-day by Chairman Walker. The first denies an application for the reduction of the minimum weight on fruit shipped in refrigerator cars from 25,000 to 20,000 pounds. The second sustains the action of the Western Freight Association in asking the classification committee to change the classification of sewing-machines, set up, to third class, minimum one hundred pounds. The third decree sets forth that the Southern Pacific and the Atchison roads acted in violation of precedents and the agreement in withdrawing the leather traffic between California and Texas from the jurisdiction of the Western Trathe Association, and that the rates on such shipments should be at once restored to their former basis. The fourth opinion authorizes the Northern Pacific road to establish a rate of 80 cents per 100 pounds on material for the construction of merchant marine vessels from Pittsburg to Tacoma, with the understanding that if the rate is found to be applied on other material, or is likely to involve similar reduced rates to other Pacific coast points, the tariff thus authorized shall be forthwith withdrawn.

All Deny Having Shaded Rates. As a result of the recent complaints concerning the manipulation of east-bound rates, a secret meeting was held at Chicago vesterday by representatives of the various fast freight lines to consider the matter. Charges have been made that irregular practices were indulged in by the freight lines. All those represented at the meeting, however, stoutly denied the allegation, and asserted that their conduct had been above reproach. Mr. Henry, of the Lehigh Valley Transportation Company said yesterday afternoon that so far as his line is concerned not a rate has been shaded. He declared that his company has all the business it could handle at tariff rates, and there was no temptation to cut. It is now believed that the lines that

and ceased their wrong-doing. Complaint of Ohio River Lines. Commissioner Fulton, of the Chicago & Ohio River Traffic Association, has written to Chairman Finley, of the Western Passenger Association, calling his attention to resolutions a lopted by the Ohio River lines last January. These resolutions requested the Western roads to discontinue the sale of tickets from Kansas City, Atchison, St. Joseph and Leavenworth via Chicago to Lafayette and points south thereof at the Short-line limited rates. Commissioner Fulton complains that the request has not been complied with and that the Kansas-City rate sheet of Aug. 5 quotes Short-line limited rates via Chicago to Indianapolis, Lafayette, Kokomo, Deighi, Richmond and Cincinnati. Chairman Finley has referred the complaint to the members of his association with the suggestion

were manipulating rates have taken alarm

that the matter be considered. Are Traffic Combines Illegal? It is reported that Special Agent Kretchmer, of the Interstate-commerce Commission, has begun a crusade on railroad traffic organizations, with a view to having them pronounced illegal by the courts. The first blow, it is said, will be struck at the Transmissouri Association, and the federal grand jury at Topeka will be asked to indict Chairman Smith and every traffic manager who is a member of that association. The contention of Special Agent Kretschmer is that the combinations for the regulation of railway traffic are in the nature of trusts hundred leaded cars will be transferred merce act. He will also try to prove that the Pennsylvania Company y

report. They do not believe such a movement can ever be successful

Personal, Local and General Notes. C. A. Wright, formerly a Big Four man, now on the Denver & Rio Grande road, is in the city visiting friends.

Including the five hundred box-cars recompany now has in service 15,200 cars. J. Bern, commercial agent of the Wabash at St. Louis, has resigned and is succeeded by H. Coyle, a well-known traveling agent

The net earnings of the Louisville, New Albany & Chicago since Jan. 1, 1891, are now \$52,104 in excess of those of the corresponding period of 1890. The general passenger agents in the Central Traffic Association will hold a meeting in Cincinnati, on Tuesday next, to discuss

the mileage book question The advisory board of the Western Traf-fic Association will meet on Oct 13 to discuss some very important questions as re-

gards the future of the organization. G. H. Prescott, superintendent of motive power of the Vandalia lines, claims to be running the electric head-lights on their comotives at a cost of one cent per nigh It has practically been decided that the Big Four company will build an elevator at Sandusky, and of considerably larger capacity than the one burned a few months

The headquarters of H. E. Craft, superintendent of transportation on the Louisville, Evansville & St. Louis road, have been removed from New Albany to Hunt-

Railway officials report State fair travel this year thus far to have been fully 50 per cent. greater than the first three days of the fair last year, and to-day a big business 18 looked for. The Ohio coal roads are beginning to

show increased earnings. The Onio Southern, in the second week in September, increased its earnings over the corresponding The employes on the Ohio division of the Baltimore & Ohio road, on Monday

night, gave R. W. Baxter, the retiring division superintendent, a very handsome banquet at Newark, O. Those in position to know say that the official changes made in the last few weeks

on the Louisville, Evansville & St. Louis

road have not increased the popularity of the road or its volume of business. Managers of the Western lines state that farmers are now more anxious to get cars to ship their grain than about rates. They are willing to accept current rates if they

can only get their grain to market. This has been an unfortunate month on the Cincinnati, Wabash & Michigan road. Through collisions and derailments thirteen engines, it is stated, have been so disabled as to be fit subjects for the shops. G. S. McKee was yesterday appointed assistant master mechanic of the Big Four. with headquarters at Indianapolis. He will have charge of the old Big Four shops in the eastern part of the city for the pres-

The Ohio Falls car-works this week delivered to the Savannah & Western the last of five sleeping coaches, which are said to be as complete and perfect in every respect as any ever built by the Pullman

Chairman Midgley, of the Western Freight Association, will go to New York next week to see what can be done toward bringing about a restoration of west-bound freight rates from Boston to St. Paul and

An official circular has been issued announcing the appointment of J. N. Brown as acting assistant general passenger and ticket agent of the Union Pacific, vice J. W. Scott, resigned, the appointment to take effect Oct. 1.

A traffic alliance which has been entered into between the Chicago & Eric, the Cincinnati, Hamilton & Dayton, and the Chicago & West Michigan promises good results as it will open a new and very important north-and-south line. The Boston Advertiser of the 22d says:

Lake Erie & Western would pay 6 per cent, before the Atchison incomes paid 5 per cent. The former is hmited to 6 per

wager was made in State street that the

for the Umon line, to be of sixty thousand pounds carrying capacity, equipped with

air-brake and automatic couplers. The roads in the Central Traffic Association and the Trank-line Association are considerably disturbed to learn that a ticket agent in Minneapolis received commissions amounting to \$412 from one of the trunk lines on tickets sold in August.

The Cincinnati, Hamilton & Dayton will next week receive two ten-wheel passenger engines, which will be put in service in hauling the express trains between Cin-cinnati and Indianapolis, as on this divis-ion the worst grades are to be overcome.

The coupon business of the Chicago & Alton in the second week of this month fell below that of the corresponding week of 1890 about \$5,000, but the local passenger earnings increased \$12,000. Under the boycott local business absorbs the coupon bus-

W. R. Woodard, general manager of the Kentucky & Indiana bridge and the New Albany Terminal & Belt road, is in the city. Mr. Woodard does not deny that he was recently offered a high official position on a prominent Eastern road, but says that he prefers, as long as he is in the railroad business, to be on some of the Western

For two years past the Wagner Palacecar Company has, as opportunity offered, been employing men who have been long in the service of the Pullman company, and as a result nearly every important position in the Wagner company is now filled by a former Pullman man, and this accounts for the steady improvement of the Wagner car service.

W. H. McDoel, general manager of the Louisville, New Albany & Chicago road, says that the money is now in the bank to pay the interest on the mortgage bonds which fall due Oct. 1. This money was earned in addition to operating expenses and a considerable ontlay in improvement to road-bed and equipment, since he became general manager.

O. P. McCarty, general passenger agent of the Baltimore & Ohio Southwestern, 18 much elated over the heavy passenger business the road is doing. There has not been a month this year in which there was not an increase in earnings shown over any previous month in the history of the road, and September bids fair to be the best month of the year.

Robert Baxter has resigned his position as Western superintendent of the Baltimore & Ohio, and will be appointed to the position of superintendent of one of the Western divisions of the Union Pacific. The appointment will be effective about the middle of October. Mr. Baxter is well known on the Union Pacific, having been superintendent of the Wyoming division under Mr. Dickinson.

The New York Mail and Express of the 22d says: "Do not take any stock in a report that President Ingalls may go to the Union Pacific. If Mr. Gould were not as well satisfied with Mr. Clark, as he certainly is, the Vanderbilt people are too well pleased with Mr. Ingalls to let him go. So far from leaving the Big Four and the Chesapeake & Ohio, he more likely to move to this city than to think of going further west."

A high railroad official remarked, yesterday, that investors in Indiana roads were considerably alarmed over the increased taxes on Indiana railways. He said that with a number of the weaker roads it will take from 70 to 77 per cent, of the net earnings to pay the taxes under the new appraisement. Between the high taxation and the workings of the interstate-commerce act he says the weak lines are in a bad way, and can hardly exist.

The new cotton crop is beginning to come forward, and a brisk movement is looked for by Northern roads for the next ninety days. E. A. Peck, general superintendent of the Big Four, received a telegram yesterday from the officials of the Cotton Beit road asking him to at once send forward two hundred White-line cars, two hundred Nickel-plate cars and two hundred Redline cars, and the Pennsylvania people were asked to forward, for loading with cotton, two hundred Union-line and two hundred Empire-line cars, and the Lackawanna was requested to supply two hundred cars, all of which, it is promised, will

be loaded promptly. The Kansas City Journal of the 23d says: "The railroad men continue to be much

first inclined to treat the matter lightly, but when they learned that a deputy marshal was occupying a box-seat in the porch of the Kansas City Club while the banquet was going on and had the temerity to serve his papers on Sunday they aveakened. The fast-freight men were supposed to be the only victims, but local agent Pickering, of the Wabash, and local agent Isett, of the Missouri Pacific, were both subprenaed to appear and bring with them the office records for March, 1890, and others of more recent date."

The large freight traffic which the Erie lines have been doing of late has given rise to rumors that the company was cutting rates. In conversation with a reporter of the Cleveland Leader an official of the Erie company said, regarding this rumor: "It is only fair to state that a large proportion of the business which now leaves Chicago via the Erie, and which appears in the east-bound statement, is in reality traffic for the Ohio river, and that if it was excluded the Erie percentage would be considerably less. The Erie several months ago opened up a new line to the South, and it is getting a very fair share of provisions and other business for that locality. None of the other east-bound lines include any south-bound tonnage in their statements, with possibly

one or two exceptions." WANTS \$62.50 AN HOUR. Robert Adler Thinks His Time in the Old

Jail Cheap at That. In Superior Court, room No. 1, vesterday, Robert Adler entered suit against F. Dean Rhodes, demanding \$500 damages for false imprisonment. Rhodes, it appears, conducts an employment agency. Adler came in and kept coming in until Rhodes ordered him to get out and stay out. Adler refused to vacate, and Rhodes had him arrested by the police. Adler's complaint states that he was in jail eight hours. When his case was called before 'Squire Feibleman Rhodes declined to prosecute, and now Mr. Adler wants recompense for his eight hours' loss of time, etc.

Who Should Pay the Freight. In the Superior Court yesterday Bernhart, Echont & McLean entered suit for damages against Adams & Williamson for breach of contract. The complaint recites that plaintiffs contracted to furnish the defendants from a hundred to a hundred and fifty thousand feet of walnut lumber at 857.50 per thousand. They had furnished 97,680 feet and had received \$1,200 when defendants refused to take any more. A misunderstanding as to who should pay freight was the cause of the hitch. The amount demanded is \$5,000.

Savage-Strange Jury. The jury in the Savage damage case went out vesterday at noon.

The Court Record. SUPERIOR COURT. Reem 1-Hon. Napoleon B. Taylor, Judge. Elmer C. Willison vs. Arthur A. M. Kain et al.; on contract and account. On trial by

Robert Adder vs. F. Dean Rhodes; complaint for false imprisonment. Superior Eckhout & McLean vs. Adams & Williamson: breach of contract. Circuit Court. on judgment. Superior Court, Room 2.

New Suits Filed.

Flavius J. Van Vorhis vs. John C. Burton; SUPREME COURT OPINIONS. 15042. John R. McAfee vs. Julia E. Revnolds. White C. C. Reversed in part and affirmed in part. Elliott, J .- Where a henholder is not a party to proceedings to sell real estate by an administrator to pay

debts, except in so far as the notice given by publication made under the law then in force may have constituted him a party. and no mention was made in the decree of the hen, the lien was not thereby divested. 2. The time the plaintiff was restrained from prosecuting his remedy by the death of the judgment defendant, should not be considered in computing the time during which the lien continues in force. 2. When the life of a judgment lien was extinguished by the statute of limitation after the cause of action was begun, a decree adjudging wrought up over the request made by the that the plaintiff had a right of action at York. The company which proposes to offenses committed. The traffic officials at law and it has all the money needed, and Chicago are apparently not alarmed by the car-works, Jeffersonville, to build 250 cars of the last the plaintiff had a right of action at the pooling of traffic is not the least of the United States officials to attend a converthe request made by the that the plaintiff had a right of action at the pooling of traffic is not the least of the United States officials to attend a converthe request made by the that the plaintiff had a right of action at the federal building, the grand land sold and placing a lien above the title jury to furnish the subjects. They were at

ing the sale and fixing the priority of the lien. The court could not extend the life of the lien-it could only decree the plaint-iff, had a prior lien when suit was brought. 16ff. had a prior lien when suit was brought.
15911. State vs. Cassius I. White. Jay
C. C. Reversed. Olds, J.—An indictment
charging the defendant with feloniously
stealing, taking and carrying away twenty-three head of cattle of the value of
\$873.95. the property, of A. L., sufficiently
indicates the crime and person tunder the
statute defining grand larceny.
16024. Eli Jackson vs. Amanda J. Swope
et al. Morgan C. C. Reinstated.

DAILY WEATHER BULLETIN.

Local Forecasts. For Indianapolis and Vicinity-For the twenty-four hours ending 10 P. M., Sept. 24 -Warm, fair weather; nearly stationary

GENERAL INDICATIONS AND CONDITIONS. WASHINGTON, Sept. 28 .- Forecast till 8 P.

M., Thursday: For Ohio, Indiana and Illinois-Clear; continued warm; southerly winds Thursday; slightly cooler Friday.

The pressure has risen rapidly in northern Rocky mountain region; it has fallen slowly in the central valleys, and a trough of low pressure extends from New Mexico northeastward over Minnesota. Cooler,

cloudy weather and showers are reported to the north of this line, and the temperature continues high, with clear weather to the east and south, including the central valleys, and thence eastward to the Atlantic coast. The cool wave which now extends over the Rocky mountains will probably be felt in the central valleys on Friday causing a moderate fall in temperature and local showers.

Observations at Indianapolis.

INDIANAPOLIS, Sept. 23. Time. | Bar. | Ther. | R. H. | Wind. | Weather. | Pre. 7A. M. 30.15 68 71 Calm Cloudless 0.00 7P. M. 30.00 82 46 Calm Cloudless 0.00 Maximum temperature, 90; minimum temper-Following is a comparative statement of

temperature and precipitation on Sept. 23: Departure from normal..... Excess or deficiency since Sept. 1 ... Excess or deficiency since Jan. 1. 170

General Weather Conditions.

WEDNESDAY, Sept. 23, S P. M. PRESSURE-East of the Mississippi and Lake Michigan, eastward, the pressure remained high, but diminishing. Another high area is moving rapidly southeastward from Alaska. Its southern edge covers Montana, Utah and Oregon, and it is pressing eastward the low area central near Lake Winnipeg and extending along the

Rocky mountains. TEMPERATURE-The temperature feli onite suddenly from Dakota and the Rocky mountains westward. From Wyoming and northern Colorado less than 40° was reported: 500 and less from Montana and North Dakota, northward; 70- and below from western Minnesota, westward, and in Canada; 80° and above from Kansas, Iowa, Wisconsin, Michigan and western Ohio,

PRECIPITATION-Light rains fell in Nebraska, North Dakota, Manitoba, Wyoming and at Galveston, Tex.

Democracy is Tax.

When the Republican party of this State was in control of the Legislature it not only paid the State's expenses with the 12 cent levy on a light assessment, but reduced the debt, contracted by the Democratic party, from ten millions of dollars to less than six millions. Now, the Democratic Legislature doubles the assessment and increases the tax rate fifty per cent. a reckless administration. It is not too severe to characterize such legislation as highway robbery.

Not a Man to Be Sneezed At. The St. Charles (Mich.) Independent has been fined \$84.70 for calling a townsman "Old Snuffy."

## LOUIS E. M'COMAS.

Whose Name Is Mentioned as Successor to Civil Service Commissioner Lyman. It is reported that Charles Lyman, president of the Civil-service Commission, is about to resign, and that ex-Congressman



sor. Louis E. McComas was born in Washington county, Maryland, Oct. 28, 1846. graduated from Dickinson College in 1866, and read law at Hagerstown, where he was admitted to the bar in 1868. He was defeated for Congress in 1876, but was successively elected to the Forty-eighth. Forty-ninth, Fiftieth and Fifty-first Congreases. Last fall he was defeated by the Democratic candidate, William M. McKaig.

Democracy in Knox County.

The Knox county funds are overdrawn to the extent of nearly thirty thousand dollars. The Vincennes township tunds are overdrawn to the extent of nearly ten thousand dollars. Vincennes city funds are overdrawn to the extent of many thousands of dollars. The county, township and city government are deeply in debt. This is unfortunately true, not with standing the fact that the taxes have been very high in the past year and are to be much higher next year. We will still be heavily in debt at the end of next year. The administration of the county linances has during the past year been characterized by much carelessness and extravagance. The administration of the township finances has been bungling and inefficient. The financial policy of the city has been directed solely with a view to the private interests of certain powerful members of the Democratic

for ref.rm tickets. Smart Democrat

Wife-So the convention is over and you haven't been nominated. Just thire of all the money you've wasted on the rid bums and rounders. Every de cone

machine. Next year will be a good year

liusband-Don't you worry when there's nothing to worry about. I have that money all back. Before the nominating campaign opened Lbought a liquor saloon.

